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27, Havelock 1906.







## HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

London, October 26th.

A TRIBUTE FROM HONGKONG.

Large crowds gathered in the beautiful Square on Sunday afternoon to view the decoration of the Nelson Column in celebration of the 101st anniversary of Trafalgar. Great festoons of oak foliage were suspended from the base of the monument to the plinth, and encircling the column were several bands of the same leaves. The Union Jack, and the St. George's, St. Andrew's, and St. Patrick's Crosses figured prominently among the devices, and were picked out in various-coloured flowers on a background of shields of herald. It was the shield facing Pall Mall that I discovered to be the tribute from Hongkong. Suspended above the tablet commemorating the victory of St. Vincent, this large device was inscribed "To the memory of Nelson, From the Hongkong branch of the Navy League." Resting against the plinth was a large black anchor sent last year by the Chinkiang branch of the League in commemoration of the centenary of Trafalgar.

Captain Tachibana, of the Japanese Navy, was among those present at the Trafalgar Day banquet, at which the president, Admiral Sir E. R. Fremantle, said he was glad to think the *raison d'être* of the League was thoroughly justified.

THE CHINA ASSOCIATION.

The annual dinner of the members of this important body is to be held in the Whitehall Rooms, of the Hotel Metropole, on Tuesday, the 6th prox. In view of the many important questions which have arisen in the Far East during the past twelve months there is not much doubt that the after dinner speeches will contain matter of unusual interest, and we may expect to hear something in regard to the action of the Government concerning the administration of the Chinese Customs, and of the anti-foreign obstructions of the Young China party to British railway and mining concessions. The Association is determined to impress upon the Government the desirability of dealing firmly with these important questions, and any indication of the policy likely to be pursued will be welcomed by residents in the Far East.

MERCHANT SHIPPING BILL.

In a previous communication allusion was made to British tonnage statistics in regard to the adjustment of lead lines to allow of deeper loading in British vessels. A good many complaints have since been reported by the Merchant Service Guild tending to show that masters and officers dislike the deeper loading permitted under the new lead line rules. It is true that the complaints appear to have been made more on the score of comfort than of safety, and it is doubtful whether their representations will meet with the desired effect. It must be remembered that Board of Trade surveys in examining free boards have power to take into consideration the age of docks. If, therefore, by reason of corrosion the decks or beams are below the standard set up by Lloyd's Register, the benefit of the new regulations to which the owners would otherwise be entitled may be denied.

It has been thought that the Merchant Shipping Bill would provide against any preferential treatment in the matter of deeper loading, and it is unsatisfactory to find that foreign steamships are not, after all, to be put on the same level as British vessels. It has been pointed out by a well-known writer on marine matters, that if a British steamer comes into a home port and a calculation of the coal consumed on her voyage shows that her discharge must have been submerged at the port of sailing, her shipper is liable to a heavy penalty, but in the case of a foreign ship arriving at a British port she may steam to her wharf after being overladen throughout the voyage and the master not be liable to any penalty, provided he makes the load line satisfactory through the emptying of the bunkers at the time of arrival. In view of the promises of the Government on the subject this preferential treatment is inexplicable. The Bill is again before the Commons and it is possible that amendments may be made. If not some of the British ships from China are going to be severely handicapped in the home trade.

BACK TO CHINA!

The only way is back to China, say the people of the Transvaal in regard to the much debated labour problem. What will happen during the next few weeks is very uncertain, but from the attitude being adopted by the Responsible and Progressives the main issue at the coming elections in South Africa will be that of Chinese labour. It is believed that an anti-Chinese majority will be returned to Parliament and in this event it is likely that the coolies will be sent back to their native land. The Progressive candidates are holding meetings on the mine premises, and threaten the employees with starvation if the Chinese are repatriated. They advocate that the importation of coolies should be stopped and that the present number should be retained pending an investigation by a Parliamentary Commission. In a two-column letter their attitude is thus expressed: "Rather native labour, rather the Chinaman even, than the scum of England or other country, who, with their equal rights, will run riot in the land, upset all calculation, and do nothing else but strike on the smallest provocation." It is almost certain that no part of the policy of the Home Government has been so anxiously scrutinized as this question of the Chinese; and nowhere does it appear that the British public is more entirely prepared to acquiesce in a bold policy of reform. No doubt if a public announcement could be made of a guarantee embodied in the Constitution that no servile condition of labour partaking of slavery will be allowed in South Africa, the whole

forces of reform would receive a fresh impetus and enthusiasm.

JAPANESE FINANCIAL COMMISSIONER.

During the past few weeks Mr. Takahashi, the Japanese Financial Commissioner, governor of the Bank of Japan, and President of the Yokohama Specie Bank, has been residing with his secretary at a private hotel in Grosvenor Square. He is a frequent visitor at the Japanese Embassy and has called at many of the leading financial institutions in town. I see that the appointment is announced of Mr. Sakata, the secretary of the Japanese Embassy in London, in succession to Mr. Minozi Arakawa, who has left to take up the post of Envoy Extraordinary and Minister Plenipotentiary to the Republic of Mexico and Peru. Mr. Niroma, who was acting Consul-General for a few days, was at one time in the Japanese Legation at Seoul.

Amateur photographers in the Far East have excellent opportunities for securing unique negatives that may be of service in the future. When it became known that a typhoon had devastated Hong Kong illustrated journals in London accepted quite a number of prints depicting various scenes in the Colony and were anxious to obtain further photographs. There are many old China residents at home and as most of them have collected many views it is the photographer with the best pictures who secures his price. A half-plate camera should furnish acceptable views, and prints ought to be mailed at the earliest opportunity. Some of the periodicals this week print capital illustrations of typhoon scenes and testify to the energy which amateur photographers have been displaying. While on the subject of pictures from China, I may mention that in the current exhibition of the Institute of Oil Painters, Mr. Montague Smyth has a number of beautiful Far Eastern scenes. I have not been able to visit the galleries, but I am told that these oils are just what one has learned to expect from such an artist, and that they certainly help to maintain the interest of a very good collection.

## SANDAKAN.

(FROM OUR CORRESPONDENT.)

GOOD SPORT.

Lord Bernard Gordon-Lennox and Capt. C. L. P. Bothams are returning to yours by the steamer *Rajah*, having concluded their sporting expedition down here. The former has had very hard luck in that his trip has been almost entirely marred by the attack of malaria he has suffered from here. He is now, however, better, but probably goes home without delay.

Capt. B. Thorne, on the other hand, has had very good sport, and returns with the head, some bag of one bull elephant, and three head of rhinoceros, in addition to which he shot a female elephant—practically in self-defence—besides, also, several crocodiles, wild pigs, and smaller fry.

SHIPBUILDING.

There have been two launching ceremonies here since I last wrote you. The North Borneo Trading Co. launched a 100-foot lighter for the British Borneo Exploration Co., of Kudat, early in the month, and the China-Borneo Co. launched a lighter, measuring 100'x25'x18' for the Cawia Harbour Coal Co., Siliampopo, near Tawau, on the 16th inst.

We have not yet heard of any fresh orders having been booked by either of these Companies.

DE RECENT TELEGRAM.

The cross-country expedition (Tenon to Tawau) is reported to be in the neighbourhood of Mount Croagh, and their arrival at Tawau is looked for now any time.

DANGEROUS ROCKS.

The "*Rajah*" has been loading across the Bay close by where the *Borneo* stranded, but—judging only from the fact the former steamer has still on her fore deck the boys she took over to mark the patch—was—imagine—she has not been successful in definitely locating it. If so, this will be the third attempt that has failed to "place" the rock.

CANTON LESSEE LOSES TENDER.

The Canton Kongsi that has the Opium, Spirit, Gambling, and Pawnbroking Farms here this year has been unsuccessful in the tendering for 1907, and the Farms for the whole country have been secured by the Straits Kongsi that has the West Coast Farm, now represented by Mr. Swee Ching of Singapore.

SUMMARY JUSTICE.

There has been some little trouble at the coal workings near Tawau. Lieut. Wardrop and a small force of Police were sent down from here post-haste, and very soon got hold of the ringleaders, flogged them before the other coolies, shipped them off to gaol at Sandakan, and quietened everything down.

## NEARLY £3,000,000 PROFIT.

Messrs. J. and P. Coats, Limited, the great sewing cotton manufacturers of Paisley and Glasgow, declared a dividend and bonus of 25 per cent last month.

The net profit for the year ending June 30th last, including £33,933 belonging properly to the previous year, was £2,974,088, and £10,000,000 share capital of the company has a market value of about £43,000,000.

After providing for the dividend and £11,757 for depreciation, the directors recommended the carrying forward of £700,000, and the following appropriations—Dividend reserve fund £450,000; bonus 1s. per share, £225,000; pension fund £20,000; marine and reunderwriting, £1,000; Debenture redemption premium, £25,000.

This great trust is a combination of the businesses of Coats, Clark, Brook, and Chadwick. Its immense prosperity is indicated by the fact that since the amalgamation, in 1886, the dividends and bonuses on the Ordinary shares have ranged from 20 per cent to 50 per cent. During the ten years, therefore, the Ordinary capital has been repaid several times over.

## "SHELL" TRANSPORT AND TRADING COMPANY (LIMITED).

The annual general meeting was held on Oct. 23rd at Winchester-house, Sir Marcus Samuel presiding. The chairman stated that, including the balance brought forward, there was at the credit of profit a sum of £255,962, out of which an amount had been placed to the provision for depreciation of steamers and installations, which raised this fund to £260,099. The directors had written off £10,000 from the cost and expenses of the issue of preference shares and the whole of the balance of the American expenses, and as they asked the shareholders' consent to write off out of the amount which might otherwise have been carried forward, £19,109, it would be noted with pleasure, no doubt, that this heavy call upon the company's profits would not recur. Although the £13,500 which they received less than the cost of their shares in the Petroleum Products Action Gesellschaft should not really fall to the charge of the past year—as they had only just been realized—yet the directors had no hesitation in adopting this course, as well as of writing off the whole of the losses in the European business ascertained to date, instead of charging four months of the loss to the current year's profits. The amount carried forward, therefore, was £287,353.

At the meeting of the Petroleum Products Action Gesellschaft to £260,000, the directors, declining to contribute this company's share necessarily lost all control in the conduct of the business, and the extremely bad results which had been attained had arisen very largely from the management of the business on the Continent, over which the board had practically no control. The directors, however, showed in some places no return whatever for the oil were only communicated to them months after the event. They thought the company would have had some redress against their co-partners for this state of things, but, considering that a bad settlement was better than a successful law-suit, they decided to sell the shares held by this company in that company to their co-partners at par, and also to sell the latter the Panna, the Enphelien, the Turba, and the Rocklight, one of the main inducements to the company to enter the European business having been in order to obtain employment for steamers. They had subscribed and paid their third share of the additional capital which had been raised by the Asiatic Petroleum Company (Limited), owing to the natural development of the latter's business. This was an entirely satisfactory investment. Referring to the Borneo fields, he stated that the company had materially increased their shipments of kerosene as compared with those of 1905. They had also increased them to a small extent in liquid fuel, and to a very considerable extent in benzene or petrol. They had at present a stock of crude oil 35,000 tons, against 30,500 tons last year, of kerosene awaiting shipment 19,416 against 19,754 tons; of petrol 5,233, against 4,610 tons; and of liquid fuel and residues 17,550, against 8,794 tons, or a total of 77,238 tons, against 63,693 tons at the same time last year. These stocks could have been very largely augmented had it not been for the necessity to destroy over 25,000 tons of crude oil in consequence of insufficient off-take and lack of storage. It was intended to convert the bond indebtedness of the Nederlandsche Indische Industrie en Handel Maatschappij to ordinary shares and to increase the capital to 20 million florins, this being rendered necessary by the constant expenditure demanded in order to make the fields profitable. The directors were convinced that the company's property in Borneo was immensely valuable, but the fact that their business depended on one territory and one refinery on which had been favourably considered an amalgamation with the Royal Dutch Company. Among other advantages, the amalgamation would give this company an assurance fund against any possible falling off in the production of oil, and would, in the event of the destruction of the company's storage and refinery by fire, for in these respects the Royal Dutch Company were in an invulnerable position. The directors had naturally satisfied themselves that the proposed division of revenue, to the effect that the shareholders of the Royal Dutch Company were to receive a percentage of the profits, was a perfectly equitable one, which, in due course, they would be prepared to recommend for the shareholders' acceptance; but in their circular inviting the shareholders to dispose of a certain proportion of their holdings the directors were at great pains to explain that they had only so far signed an arrangement to make an agreement subject to many contingencies, and that they could not say that the negotiations were absolutely concluded. It would easily be realized that in assets of the magnitude possessed by both companies, a most careful investigation by both sides was necessary in order that they might each thoroughly know the nature of any obligations which they took upon themselves either as attached to the concessions or installations. These examinations were now progressing, but the exact legal form to be adopted to give effect to the agreements arrived at had not yet been decided, and it presented considerable difficulties. By holding 60 per cent of the shares in the middle companies the control of the business would pass, in fact, into the hands of the Royal Dutch Company, and it was absolutely necessary that that company should hold a substantial stake in this company. Hence the board had agreed to provide 500,000 shares at 30s. per £1 share ex dividend for the current year. He hoped that the shareholders would feel that Messrs. M. Samuel and Co. had acted in a liberal spirit by giving the offer to their co-partners, holders of disposing of any interest which they might desire to realize, while themselves undertaking to supply the necessary number of shares to enable the amalgamation to go through. One of the conditions of the agreement was that the Shell Company should provide £200,000 of fresh working capital for the combine, the Royal Dutch Company contributing £200,000. They would have to raise further capital to £500,000 if the directors were to distribute a dividend at the rate of 5 per cent per annum, they had the greatest hope that, when the accounts were made up and presented for 1906, should the amalgamation with the Royal Dutch Company not be completed, they would be able to recommend a further dividend for the year. He concluded by moving the adoption of the report Mr. A. V. D. Best seconded the motion. The chairman, in answer to questions, stated that the

agreement referred to was to come into force on January 1st next. The number of shares placed by the shareholders at the directors' disposal at present was 6378, not many towards the 500,000 mentioned. The motion was carried *unanimously*.

## A WORLD LINK.

RAILWAY TO BE BUILT UNDER BEHRING STRAITS.

The *New York Sun* states that the scheme for the construction of an inter-Continental railway connecting the two hemispheres via a tunnel beneath the Behring Straits was incorporated last month at New Jersey.

The company is to be known as the Trans-Alaska-Siberian Railway, and will have a capital of £1,200,000.

M. Delobel, of Paris, is one of the incorporators, and it may be remembered that some months ago a commission was appointed by the Czar of Russia to consider M. Delobel's suggestion.

M. Loicq Delobel has had the idea of this railway in his mind since 1883, when he visited Alaska.

The total length of railway necessary to link up the existing systems of Asia and America, and thus place New York in direct communication with Paris by railway, is 5,000 miles—namely, 3,500 on the Siberian side of Behring Straits, and 1,500 on the Alaskan side.

## THE KOPENICK SENSATION.

BOGUS CAPTAIN ARRESTED IN BERLIN.

The man who, by means of a secondhand uniform, a forged pass, and a confident demeanour, so played upon the credulity of soldiers, police, officers, and clerks that he was able to rob the Kopenick municipal treasury of £250, and had the mayor and cashier overhauled under escort to Berlin, was arrested by Berlin detectives in the Lange Strasse, in the eastern district of the city.

He is a shoemaker, named Voigt, of Tilsit, and has already served several terms of penal servitude.

The detectives who had charge of the case had succeeded in tracking Voigt to a house at Kisdorf, a suburb of Berlin, but when they arrived there they found he had gone.

However, it was not long before they discovered that he was living in another house in the same suburb. Thither they went with all speed, and arrested Voigt, whose identity with the Kopenick swindler they say is proved.

The news of the arrest was quickly distributed to interested circles in special editions of the newspapers.

The fact that the much-talked-of hero of Kopenick is only a cobbler has greatly increased the general mirth caused by the affair.

Voigt is fifty-seven years of age, and has spent nearly half of his life in prison. He has been convicted three times for theft, and once for forgery, when he was condemned to seven years' penal servitude. His last sentence was one of fifteen years' penal servitude for robbing a police-carriage safe. He was released last February, and came to Berlin in July.

His identity with the Kopenick swindler was established by means of a photograph which the police obtained, showing him with a beard and in the same dress as he wore when he purchased an old clothes dealer's shop in Potsdam, the uniform in which he carried out his famous coup. Voigt has made a full confession.

## AGORAPHOBIA.

In the current number of the *Lancet* a well-known mental specialist tells a story of a remarkable cure which came within his experience. His patient, an elderly man, was suffering from nervous disorder, including agoraphobia, which may be roughly described as a dread of open and exposed spaces—in going to and from his office, he would sneak through all the alleys, courts, lanes, and narrow streets he could make use of. When he came on a wide street he was seized with panic-rage, groundless panic, that he knew to be unreasonable and groundless. He had to take a run or if the street was not very wide, he might get through it by holding on to a post. If he did not do this he was sure he would fall down. He was afraid he would scream out and make a scene. Bridges were quite impossible to him. If he were compelled to go over a bridge he had to get into a bus some time before he came to it, and keep his eyes shut at the end of two months he had all his troubles except his agoraphobia, and had all his diminished. I told him that this was in its nature an enduring malady; that though it was somewhat improved, I feared it could do no more for it; and I advised him that he need not see me again unless he had a relapse of his other troubles. He said he was now for nearly four months with an expression of face that puzzled me much. I had told him to return no more unless he relapsed. But it was obvious at a glance that he came back for no such reason. His face, that used to be overcast with gloom and anxiety, was tranquil, placid, and I thought I detected even a lurking look of triumph. His irresolute step was now firm, his manner decided, and his whole being seemed changed and strengthened.

I expressed my regret that he had had to come back to me, and thereupon his face fell. He said he had had a dreadful shock; terrible trouble. His daughter had run away from home, and joined a lover. It had been a frightful shock to himself and his wife. Still, he did not look shocked. On the contrary, he appeared calm, placid, and contented. Then the murder came out. "What I have come for, is not to consult you about my health, but to tell you that this shock has completely cured me. I have not the slightest difficulty in going anywhere I like. I can go through wide streets, over the bridges, across Trafalgar-square, and even into the parks. I can go anywhere and do anything, just like any one else; and this recovery came to me suddenly, immediately after I had this dreadful shock. I thought it would interest you to know."

It certainly did. It is the only case of agoraphobia that I have ever known to recover completely, and the manner of the cure was sufficiently striking. Having congratulated him on his recovery, I proceeded to inquire into the circumstances of the elopement, and learnt that the girl had fled to the house of her lover's parents in consequence of the persistent opposition of her own parents to the match, that the young couple were now safely married; and that he objected to the match arose from no-moral shyness, but from the part of the son-in-law, that he merely from a want of congeniality between him and the bride's parents. Having abstracted his information, I ventured to point out that his daughter was the daughter and not the parents, who had married the young man, the objection was a false one, and I took on myself to advise him to be reasonable, and to let his daughter and her husband, against whom there appeared to be no reasonable objection. After a little persuasion they adopted this view, and went away without a cloud on their happiness.

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12, QUEEN'S ROAD CENTRAL.

A PRINCIPALLY PHILANTHROPIST.

THE LATE MR. GEORGE HERRING.

Our London correspondent wired on the 4th instant the death in London of Mr. George Herring, a well-known financier and philanthropist. I may be remembered that a few months ago we published a telegram from London announcing that Mr. Herring had given £100,000 to General Booth to assist the home colony scheme of the Salvation Army. This princely gift was by no means Mr. Herring's first essay in practical philanthropy. Indeed, he was one of the most original, as he was one of the largest, of English donors to charitable enterprises. Perhaps he was best known to Londoners through his novel scheme for aiding the Metropolitan Hospital Sunday Fund, the merit of which, apart from its munificence, is that it has had the effect of stimulating other givers to increase their contributions.

Seven years ago he offered the council of the fund the option of accepting either a cheque for £100,000 or an addition of 5s. to each pound sterling collected in places of worship when the annual appeal was made. The council chose the cheque for three years in succession, 1899 to 1901. The alternative 25 per cent tempted them in 1902, and to its attractions they yielded—wisely, as it happened, and they have since followed this course. Mr. Herring's gifts on this basis resulted as follows:

1902	£11,575
1903	12,500
1904	11,626

The other philanthropic enterprises which Mr. Herring has aided are too many for enumeration. But it may be noted that a cottage hospital at Maidenhead, where he had a pretty riverside house, owes its existence to his liberality, and that some four or five years ago he was the chief promoter of a comfortable residential club for young unmarried business women in the West-end.

He had a soup kitchen for the poor of Camden Town; he built and endowed the "Haven of Rest" for gentlefolk brought to misfortune through poverty; and he co-operated with the Salvation Army in providing shelter for the homeless.

Mr. Herring was a great financier. He was largely interested in electrical enterprises, gold mines, and railways. Among the positions he held are those of chairman of the City of London Electric Light Company, as well as of the Electric and General Investment Company (the £5 founders' shares of which each received £20 in dividends in 15 years).

He had a beautiful London town house, which he used to call the "Haven of Rest," and which forms the corner of Piccadilly and Ham House place, and a country residence near Leam, besides the Thames-side villa referred to above. Personally, he was the most modest of men. He preferred that his works should speak for him, and did not practise modern methods of self-advertisement. It may be noted in this connection that no mention is made of his name in several biographical works of reference.

Mr. George Herring was extraordinarily quick as a calculator. Figures seemed to him things that transform themselves into facts or images immediately, and he could work out the arithmetic and financial side of any transaction in his brain. He became a philanthropist just as he became a City man, carrying into his later career the same knowledge of figures, the same hard sense and distrust of words and flattery, and dreams that he had displayed in his other occupations. One could talk to him by the hour about any charitable enterprise, and leave him untouched until able to prove to him that the plan had a sound business basis. Everything must be self-supporting, unless it be pure charity, naked and avowed, such as the Leprosy or an almshouse. For instance he established a club for girls in Notting Hill, referred to above. Here girls—typists, women of letters, clerks, secretaries—are able to get their board and lodgings at a ridiculously small rate. But the balance-sheet at the end of the year shows that the place is carried on without a loss. It is all due to the organizing genius of the man who knew that while mere deeds demonstrate, judicious help elevates and assists humanity.

## "NU SPELIN BUK"

VIGOROUS PROTESTS AT NEW YORK.

The *Daily Telegraph's* New York correspondent wired on Oct. 25th:—After a battle royal between the rival camps last night the question as to whether the New York Board of Education should adopt the "Nu Spelin" was left quite undecided. There was a very hot fight between the champions of a mass meeting, when the enemies of spelling "reform" protested without mincing words against what they called machine-made English. It is apparent already that the "odium orthographicum" can on occasion raise as much animosity as the odium theological.

President Roosevelt and Mr. Carnegie, for instance, because they desire the "Nu Spelin," were denounced as cranks and crazy fanatics. One orator said, "We object to your new-fangled words being forced on innocent, defenseless children, 'trying it on the dog, as it were.'"

Charles Warren Stoddard wrote: "I am a natural born mis-speller, and I don't have to go to the White House to catch it."

Professor Taylor, of Vassar, said: "I doubly deprecate spelling reform by Executive order."

Professor John Cleary, of Fordham College, said: "The teaching of simplified spelling to some without the authority to enforce it on all, would tend to create a caste in language, with one spelling for the poor and another for the rich and literary classes."

I might multiply the above protests considerably. Algeon, Professor Matthews and his friends had a very unpleasant hour. The matter comes before the Education Board again in a month's time, and meanwhile the protest is growing.

BABY BOY'S HEAD  
RAW WITH HUMOR

Running Eczema From Birth—Head Raw—Face Sickening Sight—It Wore Him to a Shadow—Tried Remedies and Two Doctors—People Said, "How Can You Wish Him to Live?"

MARVELOUS CURE BY  
CUTICURA REMEDIES

"My husband and I thought you would like to know what the Cuticura Remedies have done for our baby boy. He had running eczema from birth. It developed itself after the first month. The poor little fellow's head was quite raw, his face was a sickening sight and the dreadful humors would soak his pillow through in a single night. It wore him to a shadow. People who saw him said, 'How can you wish him to live?' Two doctors saw him; one recommended Cuticura Remedies, but could do little else for him, for it was so obstinate. We tried several humors, in fact everything we could think of and wasted of it. At last we got Cuticura Ointment, and together with the Cuticura Soap the result was marvellous, for I have not finished one box and the skin is now perfectly clear. It has all dried up and his hair is growing wonderfully, and instead of sleepless nights he has the proper sound sleep. Mrs. C. Baker, 28 Victoria Road, Blandford, Dorset, Mar. 12, 1906."

## SKIN HUMOURS

Eczemas, Tetter, Rash, Itching, Irritations and Chafings Cured by Cuticura.

Warm baths with Cuticura Soap, gentle anointings with Cuticura Ointment and mild doses of Cuticura Pills, afford immediate relief and point to a speedy cure of torturing, disfiguring humors of the skin, scalp and blood of infants, children and adults, when all else fails.

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Professor Brander Matthews, chairman of the Simplified Spelling Board, was present to defend his proposals, and against him at full tilt ran Mr. Roscoe Johnson, the author of dictionary fame. Amid roiling cheers, Mr. Johnson produced a protest, so numerously signed by well-known literary people and educators as to indicate that there is a large and organized revolt against the system, which is threatening to sweep part of the country. Professor Brander Matthews, in his speech, admitted that he did not like the look of "them" for through, or "kin" for kismet, but he thought we should all get used to the change. "In England already the resentment is dying down."

Mr. Johnson pounded Professor Matthews without mercy, declaring that poor spellers would always be poor spellers, no matter how they simplified or mutilated plain English. Why deprecate our noble speech?

Mr. Julian Hawthorne, son of the famous novelist, Nathaniel Hawthorne, and himself a writer of great literary merit, declared that the simplified spelling would "murder his own mother and dishonour her grave." Spellors of the old school laughed heartily and roared their assent.

Miss Molly Elliott Sewall, an American author, wrote, "I have much pleasure in signing the protest against the easy spelling advocated by certain cranks of high and low degree. I think it a violation of good taste, good sense, and almost of good morals. It would put out of our every class in the English language. I am glad to know the Naval Institute has declined to observe the President's recommendation, or perhaps order, and still spells decently."

Charles Warren Stoddard wrote: "I am a natural born mis-speller, and I don't have to go to the White House to catch it."

Professor Taylor, of Vassar, said: "I doubly deprecate spelling reform by Executive order."

I might multiply the above protests considerably. Algeon, Professor Matthews and his friends had a very unpleasant hour. The matter comes before the Education Board again in a month's time, and meanwhile the protest is growing.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, etc., should be addressed to the Daily Press Office, and special business matters to the Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address: Press. Coler. A.B.C., 5th Ed. 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

## NEW ADVERTISEMENTS

ST. JOHN AMBULANCE ASSOCIATION

D. R. KOCH will deliver a Course of Lectures on "FIRST AID" at St. Paul's College on FRIDAYS at 5 P.M., commencing on December 5th next.

Any ladies intending to join the Class are requested to send in their names to me as soon as possible.

FRANCIS CLARK,

Hongkong, 29th November, 1906. [2197]

## KWONG TAI LOY.

RATTAN FURNITURE BAMBOO BLINDS, JAPANESE AND SINGAPORE BLINDS, MATTING of all Colours and JAPANESE GOODS of all Descriptions. No. 16, QUEEN'S ROAD CENTRAL, HONGKONG. [2188]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, On SATURDAY, the 1st December, commencing at 11 A.M., at his SALES ROOMS, Duddell Street, (Removal from Messrs. FAIRALL & Co's)

A QUANTITY OF DRESS MATERIAL, CHIFFONS, VELVETS, SILKS, SATINS, BLOUSES, LACE ROBES, SILK BLOUSES, LACE TRIMMINGS and INSERTIONS, LACE SCARVES, FUR BOAS, LACE COLLARS and SOCKS, CASHMERE HOSE, GLOVES, CORSETS, &c., &c., &c. Also A Quantity of ENGLISH, FRENCH and AMERICAN SHOES.

A Selection of MANTLES and COATS (slightly damaged by water).

TERMS—As Customary.

GEO. P. LAMBERT,

Hongkong, 29th November, 1906. [2159]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the BRASIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"E. FRANZ FERDINAND," Captain Matovich, will be despatched as above on about THURSDAY, the 27th December. This Steamer has special accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to

SANDER, WIELER & Co.

Hongkong, 29th November, 1906. [3]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG," having arrived from the above Ports, consignments of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 30th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Pills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 29th November, 1906. [18]

## NOTICE TO MARINERS.

No. 275 (Special).

CHINA SEA.

## SHANGHAI DISTRICT.

SOUTH CHANNEL—APPROACH TO THE YANGTZE.

CHANGES IN THE POSITIONS OF THE TUNOSHIA AND KUTAOAN LIGHT-VESELS.

REFERRING to Notice to Mariners No. 271 (Special), NOTICE IS HEREBY GIVEN that the "TUNOSHIA" and "KUTAOAN" Light-veesels have been shifted as follows:—

The "TUNOSHIA" is now moored in 17 feet at Low Water of Spring Tides, 0.6 of a mile S. 42° 1/2° W. from her former position.

The "KUTAOAN" is now moored in 27 feet at Low Water of Spring Tides, 0.4 of a mile N. 32° E. from her former position.

## CAUTION.

Vessels must now pass to the Southward of both above named Light-veesels.

All Bearings given are Magnetic.

T. J. ELDEIDGE, Acting Coast Inspector.

Coast Inspector's Office, Shanghai, 16th November, 1906. [2150]

## ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1906. With Index. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong 27th July 1906

## AUCTIONS

## PUBLIC AUCTION.

AT the SALES ROOM of the Undersigned No. 8, Queen's Road Central, TO-DAY (THURSDAY), the 29th November, at 2.30 P.M., HOUSEHOLD FURNITURE, Comprising—BEVELLED and PLAIN GLASS WARDROBES and SIDEBOARDS, MARBLE TOP ROUND TABLES and WASHSTANDS, DRESSING TABLES and OVERTABLES, TABLES and DESKS, BEDSTEADS, COTS, RUGS, FRAMES, &c.

And A Lot of MISCELLANEOUS GOODS. Terms—As usual. Catalogues will be issued. C. DE M. C. VIEIRA-RIBEIRO, Auctioneer. Hongkong, 29th November, 1906. [2178]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY), the 30th November, 1906, at 2.30 P.M., at their SALES ROOMS, No. 4, Des Vaux Road (Corner of Lee House Street), SUNDRY VALUABLE HOUSEHOLD FURNITURE, Comprising—

TEAKWOOD WARDROBES and SIDEBOARDS with BEVELLED GLASS, TEAKWOOD BOOK-CASE, TABLES, MIRRORS, CHAIRS, SILK TAPESTRY-COVERED SOFA and CHAIRS, GLASS and CROCKERY WARE, PICTURES, &c., &c., &c.

Also A Large Assortment of CANTON CARVED BLACKWOOD WARE, CARPETS, &c., &c., &c.

One SEMI-GRAND and One CITTAZ PIANO. Terms—As usual. HUGHES & HUGH, Auctioneers. Hongkong, 29th November, 1906. [2173]

## INTIMATIONS

## WANTED.

FOREIGNER in High Position Wants BOARD AND RESIDENCE in Good English Family.

Address "M." Care of "Daily Press" Office. Hongkong, 29th November, 1906. [2179]

## HONGKONG JOCKEY CLUB.

## NOTICE.

ST. ANDREW'S STAKES to be run for on SATURDAY next, 1st December, 1906. Open to all Subscribers (Grillias of this Season 1906-7. Distance Half a mile, weight 10 Stone, 7 lbs. Native Riders allowed. Entrance Fee \$10 to go to the Winner. Second Pony to save his stake. The Saddle and Saddle will be rung at 7 o'clock A.M. and the Race will be started at 7.30.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 26th November, 1906. [2163]

## HONGKONG JOCKEY CLUB.

MEMBERS desirous of renting accommodation at the Race Course for the Current Season will oblige by applying to the Undersigned before FRIDAY, 30th inst.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 21st November, 1906. [2135]

HONGKONG ST. ANDREW'S SOCIETY.

SCOTSMEN are invited to subscribe to the ST. ANDREW'S BALL to be held in the City Hall, at 9 P.M. on FRIDAY, the 30th inst.

For particulars please apply to—

W. ARMSTRONG, Hon. Secretary, Care of Butterfield & Swire. Hongkong, 23rd November, 1906. [2145]

"SAM CHAR" MINE, KWONGSI PROVINCE.

IT IS HEREBY NOTIFIED that HIS EXCELLENCY CHEONG, who in the past eighteen months has expended about \$10,000 on Matsels and other Works in connection with the above named SAM CHAR MINE in the Kwan Yau district of the Province of Kwangsi, and had several times by advertisement in the newspapers publicly invited offers for the property and all the rights therein, has Resigned the management and transferred all rights and interests in the above-named Mine to MESSRS. CHAN CHIT TING and HO SZE KAI and others who are willing to provide the necessary Capital for the Working of the Mine. Twelve regulations for such transfer have already been drawn up and mutually signed by the above-named Parties.

It is HEREBY FURTHER NOTIFIED that the Members of the Directorates, Committees and the Shareholders in the WAN HING and PO HING Companies by whom the Mine has successively been owned may inspect the regulations and all other particulars of the transfer on application to the Yu Wo Fat Firm, No. 227, Des Vaux Road West, Hongkong, or to the CANTON-AMOI RAILWAY OFFICE, in Tsing Hoi Moon Street, Canton, on any day prior to the 22nd day of this Moon, on which date the New Company will assume the management of the said Mine, and no claims and objections on the part of parties interested in the above-named WAN HING and PO HING Companies can thereafter be entertained.

Signed on behalf of the Shareholders, PO HING COMPANY.

The 8th day of the 10th Moon, 32nd year of Kwongsi.

## NOTICE.

WE have Established Ourselves To-day under the Firm Name

ULDERUP & SCHLUTER, Hongkong, as GENERAL MERCHANTS and ENGINEERING AGENTS.

T. P. ULDERUP, C. SCHLUTER, Offices 1 & 2, Beaconsfield Arcade. Hongkong, 15th October, 1906. [1919]

LADIES and GENTLEMEN,

COME and SEE OUR FINE ASSORTMENT OF TOYS TOYS TOYS.

Do not lose this Golden Opportunity! Best Goods, Cheap Prices.

H. HIPTOOLA & CO., 13 and 15, D'Agular Street. Hongkong, 26th November, 1906. [2161]

## PUBLIC COMPANIES

## A. S. WATSON &amp; CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on Account of the year 1906, of FORTY CENTS per Share, will be Payable at the HONGKONG and SHANGHAI BANK, Hongkong, on and after WEDNESDAY, 28th November, 1906, on Warrants to be obtained at the Company's Office.

The Dividend will also be Payable at the Hongkong and Shanghai Bank, Shanghai, on and after the same date.

The REGISTER OF SHARES will be CLOSED FROM MONDAY, the 26th instant until FRIDAY, the 30th instant, both days inclusive, during which period NO TRANSFER OF SHARES will be effected.

JOHN D. HUMPHREYS & SON, Hongkong, 22nd November, 1906. [2123]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

THE SHARE CERTIFICATES Nos. 1641/1643 for SIXTY SHARES numbered 4637/4638 inclusive, Fully paid up, standing in the Register in the name of JAMES DOUGLAS CHRISTIE, of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, Queen's Road Central, Hongkong, before the 30th November 1906, New Certificates for the said Shares will be issued, and the old certificates will thereafter be held by the Company as Null and Void.

THOS. F. ROSE, Secretary. Hongkong, 31st October, 1906. [2097]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

## LOST.

THE SHARE CERTIFICATE No. 4639 for TWENTY-FIVE SHARES numbered 1504/26 to 1509/50, Fully Paid-Up, standing in the Register in the name of BENJAMIN ROBER BRANCH of Hongkong, having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, the 3rd December, 1906, a Duplicate Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

SHAWAN, TOMES & Co., General Managers. Hongkong, 3rd November, 1906. [2038]

## FOR SALE

FOR SALE OR HIRE.

STEAM LAUNCH, 15 Tons Register Net, 59 Feet Long, Built in 1905.

For Particulars, apply to—

ATAKA & Co., 1st Floor of Chartered Bank. Hongkong, 24th November, 1906. [2155]

## FOR SALE.

3 WOODEN LIGHTERS.

Length . . . . . 80' 0" Breadth . . . . . 24' 0" Depth . . . . . 9' 6" Capacity . . . . . 330 tons.

Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from C. E. WARREN & Co., 30, Des Vaux Road, Central, and HOO CHONG WO & Co., 51 & 53, Connaught Road, Central.

Hongkong, 6th November, 1906. [2049]

FOR SALE OR HIRE.

STEAM LAUNCH 14 Tons Registered 62 feet long, in Very Good Condition.

Apply to—CARLOWITZ & Co. Hongkong, 2nd November, 1906. [2027]

JUST PUBLISHED.

NOW ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1st JANUARY, 1861 to 31st DECEMBER, 1915, BEING FROM THE 1st YEAR OF THE 75th CYCLE TO THE 50th YEAR OF THE 76th CYCLE, THAT IS THE 32nd YEAR OF TUNG CHI TO THE 32nd YEAR OF KWANG SUI.

PRICE \$2 CASH.

On Sale at the HONGKONG "DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Hongkong, 3rd October, 1906. [1841]

## TO LET

TO LET.

FOUR-ROOMED HOUSE on Praya East near East Point.

Apply to—JARDINE, MATHESON & Co. Hongkong, 27th November, 1906. [2168]

## TO LET.

TO LET.

NO. 4, DES VEAUX Road, Ground Floor, lately vacated by Madam Jay, suitable for Banking or other Offices, including a Strong room and out-houses.

No. 5, PIPERS' HILL, a 5-Roomed Dwelling House with out-houses.

No. 5, QUEEN'S ROAD, "VICTORIA BUILDINGS" 2nd Floor, suitable for Offices.

No. 1, ROBINSON ROAD, "FAIRVIEW" consisting of Six Rooms, very pleasantly situated, with large Servants' Quarters.

Apply to—DAVID SASSON & Co. Ltd. Hongkong, 8th November, 1906. [2060]

## TO LET.

TO LET.

OFFICES in King's Building and Yau Building.

No. 2, WILKIE, THE PEAK. A HOUSE in WONG NEI CHONG ROAD.

GODOWNS IN PRAYA EAST. A HOUSE in CLIFTON GARDENS, Cadzuit Road.

A HOUSE in RIFON TERRACE, FLATS in MORETON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st March, 1906. [1524]

## TO LET

## TO LET.

ONE GODOWN at East Point close to the Water suitable for the storage of any Cargo.

Floor Area 6,100 square feet.

Apply to—JARDINE, MATHESON & Co. Hongkong, 16th October, 1906. [1922]

## TO LET.

FURNISHED BEDROOM and Board for Single Gentleman with an English Family in Private House on the Upper Levels.

Apply—Care of "Daily Press" Office. Hongkong, 27th November, 1906. [2169]

## TO LET.

TO LET.

(EITHER IN WHOLE OR IN PART).

"THE ACACIAS" and "THE GROVE" having 25 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Apply to—E. M. HAZELAND, No. 33, Queen's Road Central, or to WING-ON, Contractor, No. 31, D'Agular Street. Hongkong, 19th July, 1906. [1436]

## TO LET.

TO LET.

"BROCKHURST" FRAM.

"GLENWOOD" CAINES ROAD, suitable for a Boarding House or Club.

No. 3, CAMERON VILLAS, PEAK. No. 7, DES VEAUX VILLAS, PEAK. No. 4, CONDUIT ROAD.

No. 3, ARBUTHNOT ROAD. No. 73, WYNDHAM STREET.

BEACONSFIELD ARCADE, Fine Shops and Dwelling Rooms.

No.



INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1935  
£17,837,119.

- I. AUTHORIZED CAPITAL... £3,000,000
- SUBSCRIBED CAPITAL... 2,750,000
- PAID-UP CAPITAL... 687,500 0 0
- II. FUND FUNDS... 3,388,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 11th July, 1936. [1349]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1937. 311

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.  
Hongkong, 19th August, 1936. [1585]

LUNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.  
Hongkong, 1st January, 1934. 29

HONGKONG

BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO,  
Auctioneer. Consignments solicited. Account Sales rendered and settlement effected promptly. No. 84, Queen's Road Central, Hongkong.

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"DAILY PRESS" OFFICE.  
The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,  
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry, Coke Importers, General Storekeepers and Commission Agents.  
35 & 37, Hing Loong Street (1st Street West of Central Market). Telephone No. 515.

PHOTOGRAPHER

M. MUMBY, JAPANESE ARTIST.  
Bromide and Cyan Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE  
Proofs read by Englishmen

TYPEWRITERS.

F. A. V. RIBEIRO,  
Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. (late of the Hongkong Typewriting Bureau) 84, Queen's Road Central (First floor).

WINE MERCHANTS.

GREGOR & CO.,  
Wine and Spirit Merchants.  
19, Queen's Road Central, Hongkong.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.  
With Chamber for 10 CARTRIDGES FIRING 10 SHOTS IN 2 SECONDS.  
SIEMSEN & CO.  
Hongkong, 3rd October, 1935 45

A. LING & CO.

FURNITURE STORE.  
PLATED GLASS AND CROCKERY WARE, &c., &c.; and POUGHOW LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1935 [2051]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.  
37, DEE YU ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1935 [1674]

SIEN TING.

SURGEON DENTIST,  
No. 10, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1935 1759

STORAGE.

FOR COAL, TIMBER, &c.  
TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.  
Portions of MARINE LOTS Nos. 31 & 32 on PRAYA EAST. Approximate AREA 42,000 SQUARE FT. 399 YEARS LEASE.  
For Particulars, apply to  
GEO. FENWICK & Co., Ltd.  
Hongkong, 8th June, 1936. [153]

NOTICES TO CONSIGNEES

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"ANDALUSIA"  
Captain Hesse, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th Nov. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th Nov., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.  
Hongkong, 23rd November, 1936. [2154]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE"  
Captain W. T. Hall, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Dec. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Dec., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 26th November, 1936. [2171]

S.S. "POLYNESIEN."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or s.s. Matapan, or Corcoran, from Havre or s.s. Ville de Marseille, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M., To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 3rd Dec., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd Dec., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 3rd Dec., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 27th November, 1936. [2]

FROM NEW YORK, ADEN AND SINGAPORE.

THE H.A.L. Steamship

"NUBIA"  
Captain Habel, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Dec. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Dec., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.  
Hongkong, 27th November, 1936. [2172]

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Hongkong, 4th October, 1935.

NOTANDA PER MARE.

The mail papers contain a good deal of interest to shipping, including the following:—

It is worth noting that while the foreign tonnage visiting our ports increases at a greater rate than British tonnage, the British flag is really not doing badly after all. If account is taken of ships which enter and clear with cargo, the proportion under the British flag increased last year to 67.8 per cent, compared with 67.5 per cent in 1934. Indeed, the proportion of British ships with cargo has made steady advances during the past five or six years, and the proportion of foreign tonnage with cargo has accordingly declined. The calling of big foreign liners at our ports helps to swell the foreign tonnage, although these vessels may do nothing more than pick up or land a few passengers. Cargo carrying affords a better test.

Liverpool's scheme for the training of young officers for the mercantile marine recalls an educational enterprise of the nautical order in which the Americans some time since engaged. Their idea was to create a sort of "nautical preparatory school," so that, as it were, boys of receptive mind could be taken round the world in a full-rigged ship, and have their eyes opened to all the possibilities of the globe on which they live. It was not intended to make sailors of them, but the cadets, between the intervals of visiting the world's capitals, were in part to engage in the work of the ship. The "Young America" was the vessel which was to be used, and she started with some 250 youngsters on a preliminary voyage of 16,000 miles, the first call being at Leith, for Edinburgh. Unhappily, the enterprise did not turn out to be financially successful. To day all that is left of it is the germ idea.

Japanese papers publish a rather interesting correspondence which passed between Mr. S. Japanese managing director of the great Japanese steamship line, the Nippon Yusen Kaisha, and the chairman of the Yokohama Foreign Board of Trade. Mr. Iwanaga seems to have been interviewed by a Japanese Pressman, and to have been reported as saying that it was his duty and the object of the Nippon Company to "check the arrogance of foreign shipowners eastward of the Suez Canal." Mr. Iwanaga says he never used the language ascribed to him, and merely stated that, in view of the support extended by the Japanese nation to the Nippon enterprise, it was the company's duty to struggle for an honourable position eastward of the Suez Canal. The Yokohama Foreign Board of Trade, in reply, observes that if the interview in question "had been more substantial in its particulars, and more informal in its manner," the remarks would not have received such serious consideration.

During the South African war a large number of steamships were fitted up as transports, which were, perhaps, not particularly well designed for that purpose. It may be noted, therefore, that the *Africa*, which left Southampton the other day for the conveyance of drafts to India, is the latest example of the improved type of troopship. Although primarily designed for mail and passenger service, her arrangements are such as to render her pre-eminently suited to the purposes of military transport. The *Recess*, which is owned by the British India Company, was built by Denny, of Dumbarton, and her propelling machinery consists of three independent steam turbines of the Parsons' type. Never before, it may be supposed, has a turbine-driven steamer taken out drafts to India.

The sea cook, hitherto regarded with a contempt that was seldom well merited, is to become a certificated person under Mr. Lloyd-George's Bill. In the circumstances it is pleasant to read that the authorities of the Saltaire Hotel, in West-Street, Ebor, are taking time by the forelock, and intend to install a thoroughly up-to-date cookery school. There have been some cookery classes at the Saltaire Hotel for some time past, but plans have been laid whereby instruction can be given to three times as many men as formerly. The Local County Council is to be the examining body in this connection. It is stated that twenty-four lessons, which can be had for a nominal charge, will make a man a good sea cook, and a cleanly one into the bargain.

It is always a problem as to how to keep steamship passengers amused. Some of the big liners have their own bands, and very good bands, too, but there are limits to human endurance, whether on the part of listeners or performers. A new idea, however, seems to have been hit upon by the Wales Navigation Company, an Italian undertaking, which has made arrangements for a cinematograph installation, designed for the delight of all classes of passengers. The only condition imposed on the contractor is that he shall supply enough films during the voyage between Genoa and Buenos Ayres. The correct time will probably be to enable the programme to be changed daily during the voyage between Genoa and Buenos Ayres. The correct time will probably be to enable the programme to be changed daily during the voyage between Genoa and Buenos Ayres.

The busy time experienced by the passenger lines running to British North America is reflected in a recent return of the number of passengers who left our shores for places outside Europe during the first nine months of the year. After a record of fewer than 123,000 persons sailed for Canada compared with 135,000 during the same period in 1935. On the other hand, 270,000 sailed for the United States, compared with 237,000. Of course, a good many emigrants to Canada go by way of the United States. Fewer people have gone to South Africa, but there is some increase in the numbers sailing to Australia and New Zealand. A curious feature is that while more Englishmen go to Canada than to the United States, far more Irishmen go to the United States than to Canada. In the nine months, 448,000 people left the United Kingdom for places out of Europe, or 73,000 more than in the first nine months of 1935.

Bordeaux next year is to have an international maritime exhibition in commemoration of the centenary of the application of steam to navigation. May 5 first for the opening, and November as the closing month. The exhibition buildings will be erected on the banks of the Garonne, and the enterprise will receive the official aid, not only of the French Government but of other countries. It is stated that French and foreign naval squadrons will visit Bordeaux during the exhibition period and that a variety of films will be shown, to say nothing of the week's regatta arranged by the French Maritime League. Steamship companies are already laying their plans in anticipation of a large exodus from these shores of visitors to the great wine port.

It is the misfortune of new developments that they are regarded with a certain amount of official suspicion, which often takes the shape of stringent regulations. For instance, the manufacture and use of turbines for the propulsion of ships has been the subject of Board of Trade regulations. The Board of Trade has been likely to be hampered by the procedure required in connection with turbine installations on passenger steamers. To put it

briefly, the Board of Trade, in their very natural anxiety for the passengers, have, hitherto, exercised greater control over the design and construction of turbines than is the case with respect to engines, and a claim was put forward that the two things should be treated as far as possible on a common level. In the end the Board of Trade agreed to meet the views of the deputation, except that the material used in the construction of turbines will still be the subject of tests.

The steam tonnage belonging to the British Empire continues to show a steady increase, the total tonnage under the flag being now 9,755,263 tons, marking an addition for the year 1935 of 328,773 tons, or considerably less than the total added in the course of the previous year. The United Kingdom's share of the Empire's tonnage is 9,064,916 tons, and her contribution to the increase for last year is 312,933 tons, as compared with 352,185 tons in 1934; the various British possessions contributed 15,810 tons for 1935, making the total tonnage 693,450 tons, though this increase is only about one-third of the increase shown in 1934.

The largest increase for 1935 is shown by New Zealand, with 8,936 tons, followed closely, however, by India (including Ceylon) with 8,562 tons. Canada, Newfoundland, and Australia all show slight increases but "Other British Possessions" a decrease of 6,738 tons.

The complete figures for 1935 in the case of Germany and most other European countries are not yet available, but the increase shown by the German Empire last year, which was not known when our last diagram was published, is now stated as 34,382 tons; the increase for the previous year was 117,251 tons, and in 1932, 116,390 tons. The total tonnage belonging to the Empire in 1934 was 1,774,072 tons.

The steam tonnage belonging to the United States, exclusive of that employed in the river, lake, and coasting trade, is now 61,170 tons; the increase for the year 1935 being 47,014 tons. The steam tonnage belonging to her domestic fleet amounts to 3,140,314 tons, the increase for 1935 being 39,562 tons.

Japan, with an increase of 141,923 tons for the year, now owns a fleet of foreign-type vessels amounting to 939,534 tons. Estimates of repairs for the two vessels of the Pacific Mail Steamship Company lately ashore have been received in London, and show that in the case of the *Manchuria* permanent repairs will probably cost about £50,000, and those of the *Yokohama* about £30,000. A curious result of the disaster is that as both vessels are at San Francisco, and there is only one dock at the port capable of taking a steamer of their size, the *Manchuria* is to be repaired temporarily so that she may be fit to resume her service until the *Yokohama*'s repairs are completed. It seems that the *Manchuria* can be got ready for service in about three weeks, while her permanent repairs will take, roughly, four months. The *Yokohama* on the other hand, will be kept out of service for about seven months, and this, of course, involves her owners in a heavy loss.

There is some hope, we understand, that the Eastern Freight war, which has been proceeding for something like two years between the P. and O. and British India Companies on the one hand, and the Hapag Line, C. Brunsen, on the other, may shortly be brought to an end.

NEW JUDGES.

His Majesty the King has been pleased to approve the appointment of Mr. Justice Buckley as a Lord Justice of Appeal, and of Mr. Robert John Parker as a Judge of the High Court of Justice.

Mr. Justice Buckley's promotion to the Court of Appeal is presumably in succession to Lord Justice Rowlatt, whose resignation, however, has not been officially announced. The new Lord Justice was born in 1854, the son of the Rev. J. W. Buckley, for 44 years vicar of St. Mary's, Paddington. Educated at Merchant Taylors' School and Christ's College, Cambridge, of which society he was a scholar, he was elected Tancher law student in 1880, and was ninth in the list in 1881. From 1883 to 1893 he served on the Bar Committee and Bar Council and in January 1900 he was appointed a Judge of the Chancery Division in succession to Mr. Justice North. In 1901 he was elected an honorary Fellow of Christ's College, Cambridge. It will be remembered that some years ago he founded a scholarship at Merchant Taylors', his old school.

Mr. Robert John Parker, who succeeds Lord Justice Buckley as a Judge of the High Court, has a traditional claim to promotion to the Bench, for he has been junior equity counsel to the Treasury since 1900. The son of the Rev. Richard Parker, rector of Clapham, Lincolnshire, he was born in 1857. He was educated at King's College, Cambridge, where he obtained Sir William Browne's medal for a Greek ode in 1878, and was bracketed fifth in the first class in the Classical Tripos of 1881, being elected a Fellow of his college in the following year. In 1880 he was called to the Bar by Lincoln's Inn, and has since followed an extensive practice. He will be sworn in before the Lord Chancellor at Westminster to-morrow morning.

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Hongkong, 20th September 1935. [1751]

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Hongkong, 28th November, 1936. [2180]

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## SHIPPING.

## ARRIVALS.

CHITCHEY, Chinese str., 25th Nov., from Canton.  
FANTERN, British str., 25th Nov., from Canton.  
General, Gibb, Livingston & Co.  
JACOB DIEDERICHSEN, German str., 6.3, Henk.  
27th Nov., from Kowloon via 24th Nov.  
and Macao 27th, General, Gibb, Livingston & Co.  
JOSHUA MARU, Japanese str., 26th Nov., from  
24th Nov., from Tientsin, Amoy and Swatow.  
27th Nov., General, Osaka Shosen Kaisha.  
KIDRIANO, British steamer, 28th November,  
from Canton.  
MEEFOO, Chinese str., 1.35, J. McArthur, 28th  
November, from Shanghai 25th Nov., General.  
—(Chinese).  
NANSHAN, British str., 1.20, D. Graves, 28th  
November, from Chefoo and Newchwang 17th  
November, General, Butterfield & Swire.  
RAJAH, German steamer, 1.25, C. Wolf, 28th  
November, from Sankian 24th Nov., Wool and  
General, Molochers & Co.  
SIAM, Danish str., 3.25, J. H. Gorton, 25th  
November, from Vladivostok via Shanghai  
15th November, General, Molochers & Co.  
TINHO, British str., 1.15, T. R. Kidd, 28th Nov.  
—Hollow 25th Nov., Pipes and General.  
YANGMOO, Korean steamer, 3.45, T. Ota,  
28th Nov., from Kuchino 23rd Nov., Coal—  
Mitsui Bussan Kaisha.

## CLEARANCES.

At the Harbour Master's Office.  
Nov. 28th.  
HAINAN, British str., for Swatow.  
MEEFOO, Chinese str., for Canton.  
SIAM, Danish str., for Singapore.  
TINHO, British str., for Saigon.

## DEPARTURES.

ANDALUSIA, German str., for Shanghai.  
A. HERMAN, British str., for Vancouver.  
BIRN-THOMAS, French str., for Hongkong.  
DAKOTA, British str., for San Francisco.  
EAGLE, British str., for Canton.  
GREGORY ARMAN, British str., for Calcutta.  
HANGSANG, British str., for Canton.  
HONGKONG, French str., for Hongkong.  
KALANG, British str., for Canton.  
NORIA, German str., for Canton.  
POYNGHIE, French str., for Shanghai.  
RAB DARA, British str., for Calcutta.  
SHOSHI MARU, Japanese str., for Swatow.  
SOUTHAM, British str., for Singapore.  
TAMBA MARU, Japanese str., for London.  
WINGSANG, British str., for Canton.

## SHIPPING REPORTS.

The Chinese str. *Meefoo* reports: Moderate  
N.E. breeze, light S.W. breeze, light S.W. breeze,  
the British str. *Imperial* reports: Strong  
monsoon increasing in force to the northward  
of Paracels with high seas and frequent hard  
squalls.  
The British str. *Tinhou* reports: Moderate  
N.E. breeze leaving Hainan, freshening to  
strong breeze with high N.E. sea and clear  
weather. *Meefoo* reports: Light N.E. breeze  
approaching Hongkong.  
The British str. *Imperial* reports: Fine weather  
with light N.W. winds and slight sea was ex-  
perienced from Moji to Hainan Island. Strong  
N.E. winds with high sea and thick weather to  
Ooksen; thence to Hongkong fine weather, light  
N. and N.W. winds and slight sea prevailed.

## VESSELS IN DOCK.

At the Harbour Master's Office.  
Nov. 28th.  
Kowloon Dock: *Sorsogon*, *Monteagle*,  
*Paul Dean*, *H.M.S. Kent*, *Hongkong*, *C.S.S.*  
*Callao*, *H.M.S. Juno*, *Hongkong*, *Chinkai Maru*,  
*Jacob Diederichsen*.  
Canton Dock: *S.P. Bitchcock*.

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Agents.  
Hongkong, 12th November, 1906. [2084]

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Hongkong, 22nd November, 1906. [2147]

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"k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	BENMOHR	Brit. str.	—	Webster	GIBB, LIVINGSTON & CO.	About 30th inst.
LONDON & C. VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 1st Dec., at Noon.
LONDON & ANTWERP	GLENAVOX	Brit. str.	—	Woolfenden	McGREGOR BROS. & GOW	On 7th Dec.
MARSEILLES, AC. VIA PORTS OF CALL	ERNEST SIMONS	French str.	—	Bourdon	MESSAGERIES MARITIMES	On 11th Dec., at 1 p.m.
MARSEILLES, HAVRE, COPENHAGEN, AC.	SIAM	Dan. str.	—	E. W. Bouch	MELCHERS & CO.	About end of Nov.
MARSEILLES, LONDON & ANTWERP	SIAMATRA	Brit. str.	—	Formes	P. & O. S. N. Co.	About 5th Dec.
BREMEN, VIA PORTS OF CALL	STHONIA	Ger. str.	k.w.	Brehmer	MELCHERS & CO.	On 5th Dec., at Noon.
HAVRE, ANTWERP & HAMBURG VIA STRAITS, AC.	C. FRED. LAEISE	Ger. str.	k.w.	Meyerdielcks	HAMBURG-AMERIKA LINIE	On 3rd Dec.
HAVRE, ANTWERP & HAMBURG VIA STRAITS, AC.	ANDALUSIA	Ger. str.	k.w.	Schmidt	HAMBURG-AMERIKA LINIE	On 23rd Dec.
NAPLES, PLYMOUTH, HAVRE, BREMEN & HAMBURG	RHEINANIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 3rd Jan.
TRIESTE, AC. VIA SINGAPORE, AC.	E. F. FERNAND	Aus. str.	—	Mateovich	SANDER, WIELER & CO.	On 14th Dec.
ODessa (DIRECT)	OTTO BRIG	Rus. str.	—	—	BRADLEY & CO.	About 27th Dec.
NEW YORK	PETRONIA	Rus. str.	—	—	MELCHERS & CO.	About 3rd Dec.
NEW YORK	SAINT PATRICK	Brit. str.	—	—	DODWELL & CO., LTD.	About 10th Dec.
VANCOUVER VIA SHANGHAI, JAPAN, AC.	VERONA	Brit. str.	—	Dobronz	CARLWITZ & CO.	About 17th Dec.
VANCOUVER VIA SHANGHAI, JAPAN, AC.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 23rd Dec., at 4 p.m.
VICTORIA (R.C.) & TACOMA VIA JAPAN	TARTAR	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 9th Jan., at Noon.
SOUTH AMERICAN PORTS VIA JAPAN	PLEIADES	Am. str.	—	F. G. Farrington	GIBB, LIVINGSTON & CO.	About 20th Dec.
AUSTRALIAN PORTS VIA MANILA	KASATO MARU	Brit. str.	—	McArthur	BUTTERFIELD & SWIRE	Middle of Dec.
AUSTRALIAN PORTS VIA MANILA	EMERSON	Brit. str.	1 m.	C. Lindbergh	MELCHERS & CO.	On 1st Dec., at 10 a.m.
YOKOHAMA, KOBÉ & VLADIVOSTOK	PRINCE SIGISMUND	Dan. str.	—	—	MELCHERS & CO.	On 3rd Dec.
YOKOHAMA, KOBÉ & VLADIVOSTOK	AMERICA	Brit. str.	—	T. Moore	BUTTERFIELD & SWIRE	On 11th Dec., at Noon.
SHANGHAI	CHANGHONG	Ger. str.	k.w.	J. D. Andrews, R.N.R.	HAMBURG-AMERIKA LINIE	About 15th Dec.
SHANGHAI	DELHI	Brit. str.	—	—	P. & O. S. N. Co.	About 30th inst.
SHANGHAI	KALANG	Brit. str.	1 m.	T. Suruga	BUTTERFIELD & SWIRE	On 1st Dec.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SOSHI MARU	Jap. str.	—	—	HAMBURG-AMERIKA LINIE	On 2nd Dec., Daylight.
SHANGHAI, KOBÉ & YOKOHAMA	HOKENSTAUEN	Ger. str.	k.w.	Mailey	BUTTERFIELD & SWIRE	On 2nd Dec.
SHANGHAI	HANGSANG	Brit. str.	1 m.	Speiser Willie	JARDINE, MATHESON & CO.	On 4th Dec., at Noon.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	J. Warrack	BUTTERFIELD & SWIRE	On 5th Dec.
SHANGHAI	P. E. FRIEDRICH	Ger. str.	k.w.	H. Harder	BUTTERFIELD & SWIRE	On 5th Dec.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	AMBRIA	Brit. str.	—	—	MELCHERS & CO.	On 5th Dec.
SHANGHAI, KOBÉ & YOKOHAMA	NORIA	Brit. str.	—	F. J. Fox	HAMBURG-AMERIKA LINIE	About 8th Dec.
SHANGHAI & JAPAN	JOSHUA MARU	Jap. str.	—	H. Ohta	OSAKA SHOSHEN KAISHA	On 2nd Dec., Daylight.
TAMSAI VIA SWATOW & AMOY	FUKUSHU MARU	Jap. str.	—	S. Ito	OSAKA SHOSHEN KAISHA	On 4th Dec., Daylight.
AMOY & SHANGHAI	RUMI	Brit. str.	1 m.	Miller	BUTTERFIELD & SWIRE	To-day.
AMOY & MANILA	RUSSIA	Brit. str.	—	R. Almond	SHEWAN, TOMES & CO.	To-morrow, at 5 p.m.
MANILA	RUSSIA	Brit. str.	—	A. G. Smith	JARDINE, MATHESON & CO.	To-morrow, at 4 p.m.
KUDAT, SANDAKAN, PENANG & CALCUTTA	ZATIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 8th Dec., at Noon.
SINGAPORE, PENANG & CALCUTTA	BORNEO	Ger. str.	—	F. Sembl	MELCHERS & CO.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	SUISANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & CO.	To-morrow, at 3 p.m.
TIRODAS	LAISANG	Brit. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	On 4th Dec., at 3 p.m.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon staterooms. Electric Light. Perfect  
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. Almond	Amoy & Manila.	On 30th Nov., 5 p.m.
ZAFIRO	2540	R. Rodger	Manila.	On 8th Dec., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 26th November, 1906.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ  
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST)

For Freight and further information apply to

SHEWAN TOMES & CO.,  
GENERAL AGENTS.

Hongkong, 13th November, 1906.

INDO-CHINA STEAM NAVIGATION CO.,  
LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)			
FOR	STEAMERS.	TO SAIL.	
SINGAPORE, PENANG & CALCUTTA	"SUISANG" .....	Friday,	30th Nov., 3 P.M.
MANILA	"LOONGSANG" ...	Friday,	30th Nov., 4 P.M.
SHANGHAI	"HANGSANG" ...	Tuesday,	4th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"LAISANG" .....	Tuesday,	4th Dec., 3 P.M.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze  
Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.

Hongkong, 25th November, 1906.

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPEN- HAGEN, SCANDINAVIAN, RUSSIAN AND GERMAN BALTIC PORTS.	"SIAM"	About end of Nov.
YOKOHAMA, KOBÉ and VLADIVOSTOK	"CAMBODIA"	On or about 3rd Dec.
ODESSA	"PETRONIA"	On or about 10th Dec.

For Further Particulars, apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 29th October, 1906.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBÉ AND YOKOHAMA.

STEAMERS TONS CAPTAIN SAILING DATE

PLEIADES 3753 F. G. Farrington About 20th December.

LYRA 4417 G. V. Williams On 20th December.

SHAWMUT 9606 E. V. Roberts On 23rd December.

HYADES 3753 J. Alven On 30th January.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,  
GENERAL AGENTS.

QUEEN'S BUILDINGS,  
Hongkong, 25th October, 1906.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

BY the new steamers, "RHEINANIA," "HAMBURG" and "HOKENSTAUEN" these  
steamers offer to the public the highest comfort yet attained in ocean travelling. They  
have very large cabins, provided with ONLY LOWER BERTHS. The cabins are  
sunlight and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.  
These steamers call at PLYMOUTH and NAPLES. In addition to these boats, the  
steamers "SCANDIA" and "SILEZIA" carry first-class passengers.  
Return tickets issued at reduced rates available for two years. Through tickets to be  
had to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBÉ, YOKOHAMA (TSINGTAO, CHEFOO AND TIENTSIN  
VIA SHANGHAI)

HOKENSTAUEN ... Capt. Jaeger ... 2nd December

SILEZIA ... Capt. Ballo ... 2nd January

SCANDIA ... Capt. v. Doehren ... 1st February

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES,  
PLYMOUTH, HAVRE, AND HAMBURG.

RHEINANIA ... Capt. v. Hoff ... 14th December

HOKENSTAUEN ... Capt. Jaeger ... 11th January

SILEZIA ... Capt. Ballo ... 8th February

SCANDIA ... Capt. v. Doehren ... 22nd March

HAMBURG ... Capt. Filler ... 5th April

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBÉ & YOKOHAMA ... 2nd December

FOR SHANGHAI, KOBÉ & YOKOHAMA ... 5th December

FOR SHANGHAI, KOBÉ & YOKOHAMA ... 15th December

FOR SHANGHAI, KOBÉ & YOKOHAMA ... 29th December

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LIVON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the  
LIVON, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS,  
Also via Aden or Port Said by the "ARABIC PEASANT SERVICE" to Arabian and  
Persian Gulf Ports.

SITHONIA ... FOR HAVRE, ANTWERP & HAMBURG ... 3rd December

RHEINANIA ... FOR NAPLES, PLYMOUTH, HAVRE, BREMEN & HAMBURG ... 14th Dec.

C. FRED. LAEISE ... FOR HAVRE & HAMBURG ... 23rd December

ANDALUSIA ... FOR HAVRE, ANTWERP & HAMBURG ... 3rd January

## COAST SERVICE.

DAFNE ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOK 29th November

## VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

## NOTICE.

STEAM FOR  
KUDAT AND SANDAKAN.  
Taking Cargo at Through Rates to  
TAWAU, LAHAD DATU, LABUAN,  
JOLO, ZAMBOANGA AND MENADO.

## THE Steamship

"BORNEO,"  
Captain F. Sombill, will be ready to load  
on the 24th inst.

For Freight or Passage, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 23rd November, 1906.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TUNGO, PORT DARWIN and  
QUEENSLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

## THE Steamship

"EASTERN,"  
Captain McArthur, will be despatched for the  
above Ports on SATURDAY, 1st December,  
at 10 a.m.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.

N.B. To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 31st October, 1906. [2010]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERMAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	About 30th November	Freight and Passage.
LONDON, &c., via USUAL PORTS	MALTA	Neon, 1st December	See Special of Call.
MARSEILLES, LONDON and ANTWERP	SUMATRA	About 5th December	Freight and Passage.
SHANGHAI and JAPAN	(Nubia)	About 8th December	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 27th November, 1906.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI	"KUKIANG"	On 29th November.
SHANGHAI	"KALGAN"	On 1st December.
SHANGHAI	"HANGCHOW"	On 3rd December.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 3rd December.
SHANGHAI	"NANCHANG"	On 5th December.
SHANGHAI and KOBE	"LIANGCHOW"	On 5th December.
SHANGHAI and KOBE	"CHANGSHA"	On 13th December.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 28th November, 1906.

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI VIA SWATOW AND AMOI	"JOSHIN MARU" Capt. H. Ohta	SUNDAY, 2nd Dec., at DAYLIGHT.
† SHANGHAI VIA SWATOW, AMOI AND FOCHOW	"SOSHU MARU" Capt. T. SUGUGA	SUNDAY, 2nd Dec., at DAYLIGHT.
* ANPING VIA SWATOW AND AMOI	"FUKUSHU MARU" Capt. S. Ito	TUESDAY, 4th Dec., at DAYLIGHT.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidsips. Unvalued Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 28th November, 1906.

T. ARIMA, Manager.

# PASSENGER SEASON 1907.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.  
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON  
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF  
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL  
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.  
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE  
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon,  
To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th October, 1906.

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
BUELOW	WEDNESDAY 5th December
PRINZ REGENT LUITPOLD	WEDNESDAY 19th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEYDLITZ	WEDNESDAY 15th January
PRINZ HEINRICH	WEDNESDAY 30th January
GREISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
ZIEGEN	WEDNESDAY 10th April
PRINZ REGENT LUITPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th May

ON WEDNESDAY, the 5th day of DECEMBER, 1906, at Noon, the Steamship  
"BUELOW," Captain Forster, with MAILED PASSENGERS, SPECIE AND CARGO,  
will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 3rd Dec. Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 4th Dec. and Parcels  
will be received at the Agency's Office until Noon, on TUESDAY, the 4th Dec.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamship has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR

TO SOUTHAMPTON, LONDON, BREMEN  
AND HAMBURG

\* TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR

VIA BREMEN OR SOUTHAMPTON

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and  
travelling to Bremen or Southampton overland the same rates will be applied as via NAPLES,  
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers' expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from  
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERCEPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from Port Said.

# JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
PRINZ SIGISMUND	TUESDAY, 11th Dec.
SANDAKAN	TUESDAY, 18th Dec.
MANILA	TUESDAY, 5th Feb.

ON TUESDAY, the 11th DECEMBER, at Noon, the Steamship "PRINZ SIGISMUND,"  
Captain Lenz, with Mails, Passengers and Cargo, will leave this Port as above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA

TO NEW GUINEA

TO BRISBANE

TO SYDNEY

TO MELBOURNE

TO YOKOHAMA

TO KOBE

TO YOKOHAMA and back from KOBE  
TO HONGKONG

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer

TO EUROPE VIA AUSTRALIA AND AMERICA

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San  
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN &amp; AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PRINZ EITEL FRIEDRICH" ... Wednesday, 5th Dec.

KOBE & YOKOHAMA "SEYDLITZ" ... Wednesday, 19th Dec.

SHANGHAI, NAGASAKI, "SEYDLITZ" ... Wednesday, 19th Dec.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co. O. & S.S. Co.  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton

To Bremen

To Paris via Cherbourg

To Naples, Genoa via Gibraltar

Passage money payable in local currency at current sight Bank, rate of Exchange on the  
day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
MELCHERS & CO., AGENTS.

# PASSENGER SEASON 1907.

# IN 25 DAYS TO ITALY

BY THE

# MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.

CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.

CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND  
SOUTHAMPTON To LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,  
AGENTS.

Hongkong, 12th October, 1906.

# CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 DAYS ACROSS THE PACIFIC TO THE "EMPERESS LINE" Saving 5 to 10 days' Ocean Travel,  
11 DAYS YOKOHAMA TO VANCOUVER,  
15 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).
"EMPERESS OF JAPAN"	6,000 Tons	LEAVE HONGKONG
"TARTAR"	4,425 "	THURSDAY, 20th Dec. ... 7th Jan.
"EMPERESS OF CHINA"	4,000 "	WEDNESDAY, 9th Jan. ... 2nd Feb.
"MONTEAGLE"	1,163 "	THURSDAY, 17th Jan. ... 4th Feb.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 23rd Jan. ... 16th Feb.
"ATHENIAN"	3,882 "	THURSDAY, 14th Feb. ... 4th Mar.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.  
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships,  
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA  
and 23 days from HONGKONG.

Hongkong to London, 1st Class, ... via St. Lawrence £200, via New York £62.

Intermediate on Steamers ... £40, ... £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate  
passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.

For further information, Maps, Route, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, Acting General Agent,  
Corner Pedder Street and Praya opposite Blake Pier.

# Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

SHIPPERS

CUTLER, PALMER &amp; CO., LONDON.

AGENTS  
SIEMSEN & CO.,  
HONGKONG.

# MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

# COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"

which applies to all Branch Offices.

ABC 5th Ed. Western Union Codes used.

All Letters Addressed

MANAGER, MITSU BISHI CO.,

with name of place under

BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KAPATSU

SHANGHAI, HONGKONG, LTD.

HANKOW.

AGENTS:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs. GRADING &amp; Co.

MANILA: Messrs. MACDONALD &amp; Co.

SOLE PROPRIETORS of Takahama,

Ochi, Shitow, Namazuta and Kami-Yamada

Collieries, and also Hojo Colliery, which will

shortly be ready to produce on a large scale the

best Buzen Coal

The Head and branch Offices and the

Agencies of the Company will receive any order

for Coals produced from the above Collieries.

T. MATSUOKI, Manager, Hongkong,

No. 2, Pedder Street.

SHIPPING IN PORT.

STEAMERS.

AGARA, British str., 3,174, A. Smith, 23rd

November—New York 29th Sept., Case Oil.

Standard Oil Co.

BORNEO, German str., 1,344, A. Denker, 16th

October—Sandalan 13th October, Timber.

—Melchers &amp; Co.

CARDIGANSHIRE, British str., 2,682, W. T.

Hall, 24th Nov.—London and Singapore

14th Nov.—General.—Jewans, Tomes &amp; Co.

CHITVEN, Chinese str., 1,177, C. Steward, 24th

November—Shanghai 21st Nov.—General.—

—Chinese.

COPHO, British str., 2,744, A. Dixon, 27th

November—San Francisco 30th Oct., Mails

and General.—O. &amp; S. S. Co.

DAPHNE, German str., 1,351, Schipper, 28th

November—Chefoo 21st Nov.—General.—

Hamburg-Amerika Linie.

DERWENT, British str., 1,555, J. Jenkins, 23rd

November—Saigon 17th Nov.—General.—

—Chinese.

DOCK, British str., 4,975, Harry Gunkroger,

21st Nov.—San Francisco 20th Oct., Mails

and General.—O. &amp; S. S. Co.

MANILA 19th Nov.—Mails and General.—

O. &amp; S. S. Co.

DEUFAR, Norwegian str., 1,102, J. Bing, 22nd

November—Saigon 16th November, Rice.—

—Agard, Thorsen &amp; Co.

EMPERESS OF JAPAN, British str., 3,039, H.

Thorsen, 18th Nov.—Vancouver 30th Oct.,

Mails and General.—C. P. R. Co.

ESANG, British str., 1,171, Leo, 27th Nov.—

Chefoo 21st Nov., Beans and General.—

Jardine, Matheson &amp; Co.

HAILAN, French str., 377, Andersen, 27th Nov.—

Pakhoid and Hothow 23th Nov.—General.—

A. R. Marly.

HAIKUN, British str., 639, A. J. Robson, 27th

November—Poonchow 23rd Nov.—Amoy 24th

and Swatow 26th, General.—Douglas Lap

ruik &amp; Co.

PRINTING.

"DAILY PRESS" OFFICE,  
Proofs read by Englishmen.



